Council Transportation Committee August 13, 2013



Purpose of Briefing









- Release of public review draft of plan
- Public engagement on draft plan
 - What we've heard
 - How we are responding
- Project development methodology
- Prioritization framework test
- Cost estimation



Next steps



Context: Council Briefings







Summary of Draft BMP plan document



- Discussed bicycle network map
 - Citywide (all ages and abilities) network
 - Local connectors network



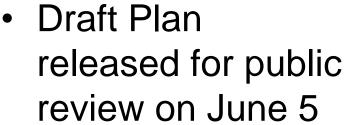
Work since last briefing has focused on the release of the draft plan, public engagement, and working on final recommended plan





Public Review Draft







First publication of a complete integrated product









Overview of Public Engagement on Draft Plan











- 25-30 community/stakeholder meetings attended
 - 160 open house comment sheets
 - 361 open house mapping comments
 - 500 email/letter comments
 - (also received 725 similar letters from Cascade Bicycle Club members)
 - Public comment letters and emails still coming in



What we've heard: Network map

- NE 65th St and NE 35th St strong opposition and some support to cycle tracks
- Rainier Ave S desire for a cycle track for entire corridor
- 1st Ave S desire to include it on the network map
- Stone Way N concerns about business and freight conflicts
 - Woodland Park Ave N recommended as substitute for citywide network (all ages & abilities)



What we've heard: Network map

- West Seattle Cycle Tracks support to add Fauntleroy on the map and concern about 35th Ave SW and east-west cycle tracks
- Neighborhood Greenways suggestions for minor tweaks to neighborhood routes
- Burke-Gilman Trail Missing Link build it and show alternative



What we've heard: Gaps in the Citywide Network



 Connect Broadway cycle track with Rainier Ave S



Add cycle tracks in Ballard



Improve connections across I-5





How we will respond: Network Map









Map refinements:

- Considering deletions, additions, and modifications to network map to respond to public comments and system connectivity
- This work is important critical path item, in that it will inform the plan project list and costs



What we've heard: End-of-Trip Facilities









- On-street bike corrals are greatly supported
- Neighborhood business districts need more bike parking – could be on-street bike corrals
- Downtown needs more bike racks
 - Policy needed for private sector rack contributions
- Developers should be required to provide bicycle lockers and showering facilities for commuters



How we are responding: End-of-Trip Facilities









- Refinements to the End-of-Trip Facilities chapter
 - Develop clearer guidance to private sector who want to install bike racks



What we've heard: Programs









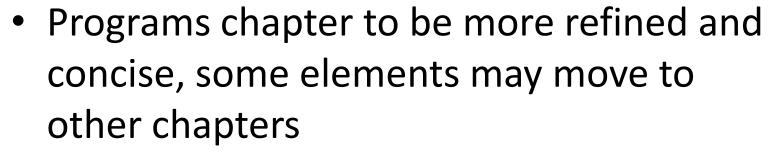
- Safety highest priority when prioritizing programmatic activities
- Top Programs
 - Driver Education
 - Bicyclist Education
 - Enforcement of traffic laws



How we are responding: Programs











 Move forward with prioritizing programs based on safety implications



What we've heard: Prioritization Framework









Criteria weights should not be equal:

- Most support for enhancing the importance of the **Safety** criterion
- Also support for enhancing the importance of **Connectivity**
- Not as many responses about Equity,
 Ridership, and Livability criteria



How we are responding: Prioritization Framework









- We will consider and test different weighting of the criteria
 - Plan will include overall prioritization framework, but may tweak the weighting of criteria over time



What we've heard: Other









- Relationship between bicycle facilities and impacts on businesses/on-street parking
- Interested in implementation details and funding mechanisms
- Bicycle facility visual glossary, while detailed, was well received and should be used for education
- Urged more emphasis on safety and education
- Include more rigorous performance measures



How we are responding: Other











- Developing framework for multi-year prioritized project list (will not be in the final plan)
- Considering refinements to performance measures
- Adding more throughout the plan about safety and education
- Developing fact sheet about benefits of bikes in business districts (will not be in final plan)



Project Development Methodology









- Divided projects into two categories based on network map
 - Citywide Network
 - Local Connector
- Criteria for defining project boundaries:
 - Connects existing bicycle facilities
 - Project goes from arterial to arterial
 - Project is within an activity center or destination cluster



Prioritization Test











- Projects developed and prioritized in three neighborhoods
 - Northgate
 - Capitol Hill
 - Rainier Valley
 - Additionally, two downtown cycle track projects evaluated
- All criteria weighed the same for the test
- Results
 - High Score
 - Citywide Network 78 (Rainier Ave S south of Henderson)
 - Local Connector 83 (43rd Ave S neighborhood greenway – from Renton Ave S to S Myrtle St)
 - Average Score 48

Prioritization Test cont.









Observations

- Cycle tracks score well
 - 10 of top 15 projects are cycle tracks (both downtown cycle tracks that were tested scored 77 (top 5))
- Average scores of projects per neighborhood
 - SE Seattle 54
 - Capitol Hill 47
 - Northgate 38



Implementation and Maintenance Costs for New Facilities



 Employing similar estimating approach used in the Pedestrian Master Plan and Transit Master Plan



 Developing planning level cost estimates by facility type for complete network implementation



Applying regional and national best practices for cost estimating



Estimating maintenance costs for existing and proposed facilities



Cost Assumptions









- Assumptions applied to each of the facility costs
 - Outreach
 - Soft costs: 35%
 - Contingency costs: 25%
- Off Street Facilities
 - Asphalt paved trail
 - Signage
 - Arterial crossing features (markings, curb ramps)



Cost Assumptions









Cycle Tracks

- One-way facility on each side of the street OR two-way cycle track on one side of street
- Striped separation with vertical mounted traffic barrier
- Up to 4 new signals per mile
- Signage

In Street, Minor Separation

- One-way facility on each side of the street
- Striped separation for buffered bike lanes
- Up to 2 new signals per mile
- Signage



Cost Assumptions









Neighborhood Greenways

- Residential streets that are prioritized for nonmotorized movement
- Up to 2 new signals per mile
- Pavement markings and signage
- Traffic calming: curb ramps, chicanes, traffic refuge areas

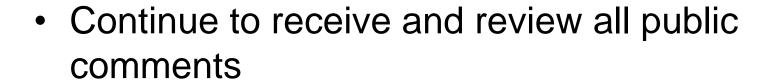
Shared Streets

- Minimal intervention to existing conditions
- Pavement markings
- Signage



Next Steps







Develop revised plan and network map



 Produce SEPA checklist on final recommended plan



 Develop multi-year work plan (outside of plan document)



Schedule









- Need time to respond to comments and produce a quality document
- Aiming to transmit recommended plan by mid-November

